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EVENING HERALD  
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## EXPLOSION ON BATTLESHIP CAUSES THE DEATH OF 500

Battleship *Liberte* Blown Up in Harbor at Toulon, France, Causing Appalling Loss of Life.

### DISASTER OCCURS WITHOUT WARNING

Scores of Bodies Hurled High Into Air: Three Explosions in Quick Succession Are Recorded.

### REQUIEM SALUTE AS BATTLESHIP SINKS

Sailors Leap Overboard and Swim Frantically for Safety; Are Killed in Water by Terrific Explosions.

### By Evening Herald A. P. Leased Wire

Toulon, France, Sept. 25.—An appalling naval disaster attended with enormous loss of life occurred at dawn today when the battleship *Liberte* blew up in this harbor. The latest estimate this afternoon places the number of missing from the ship at 500.

To these must be added 100 men from the other ships who were killed.

Several small boats which had gone from the other warships to the aid of the *Liberte* sank when the final explosion occurred.

Twenty men were killed and 500 injured on board the Democratic and there were fatalities on the Verite and Republics. The latter was damaged and was obliged to dock hastily.

Two hundred of the crew escaped death owing to the fact that they were ashore on leave. Commander Charles, a brother of the socialist deputy, was not on board.

The carriage in the explosions was so great that could ever have occurred in an actual naval engagement. The first crash came when the crew was for the most part dispersed in various sections of the vessel. They were without warning of their danger. Scores of bodies were hurled high into the air, accompanied by great fragments of framework, armor bursting shells and the blinding, suffocating smoke of the powder.

Men below, who had not yet been awakened, were killed in their sleep. Others, awakened in the explosion, started to jump overboard and were caught by the second detonation.

### TOBACCO TRUST WILL DISSOLVE BEFORE LONG

New York, Sept. 25.—Announcement was made at the conclusion of the conference looking to the reorganization of the American Tobacco company that a petition would be filed with the United States circuit court on October 2, setting forth the proposed plan of dissolution in accordance with the mandate of the supreme court and that public hearings on the plan would follow. Dates for the public hearings were not announced.

There were many sessions in the harbor at the time, including a number of warships which have been maneuvering here since the first of the month. The first explosion brought a quick response from the naval maneuvers and from the shore. Dozens of boats put off and picked up survivors and floating bodies.

There were three tremendous explosions in quick succession after the reached the magazines.

One hundred men saved themselves by jumping and others would have escaped but for the discipline which held them at their posts.

### SAILORS DIE BECAUSE THEY OBEYED ORDERS

At the first explosion the men were suddenly awakened, tumbled from their berths and after running to the sides of the vessel, were throwing themselves overboard, when an order calling them to their stations rang out and held to their death those who had not already escaped.

The first alarm of fire was sounded shortly after five o'clock a.m. This was followed by four successive explosions of increasing intensity as the fire neared the powder magazines, when at 5:25 a deafening explosion literally tore the great warship to pieces and sent her to the bottom a mass of twisted wreckage.

The force of the explosion was so great that huge fissures were opened in the steel armor and framework of the warship. A piece of armor plate was hurled against the cruiser Republique with great force, damaging her plates. Scores of bodies were hurled high into the air with huge fragments of framework, armor, bursting shells and the suffocating smoke from the exploded magazines.

In the first explosion the men ran

out from their quarters and a hundred or more sought safety in plunging overboard. But the great body of men, officers and the crew remained on ship and were buried high in the air into the water as the culminating explosion tore the ship into fragments. One report says the ship broke in two in the middle as she sank. Another report says that before she took her final plunge several of her guns discharged a union salute.

From every side scores of sailors leaped overboard and swam frantically for safety, but scarcely more than 100 had managed into the water before the series of detonations culminated in a terrific explosion that seemed to tear not the side of the great steel vessel, which stayed long to one side and sank swiftly.

In a moment dead bodies and debris were floating about in the disturbed waters that splashed around the upper works. In a wide circle around the spot where the craft had floated so proudly minutes before the seamen who escaped death were struggling desperately and small boats were plowing in as many as they could reach.

The Liberte had a complement of 700 men. Of these 140 were away on shore leave, so 560 were aboard when the fire broke out. A rough estimate places the number of those who jumped overboard somewhere between 100 and 200.

The remains of the explosion was hauled throughout the city and immense crowds of people gathered at the wharf.

### DESTRUCTION OF SHIP IS A STUNNING BLOW

Paris, Sept. 25.—The news of the explosion of the magazines on the battleship *Liberte* came as a stunning blow to the French public and to naval officers.

It is the climax of a long series of disasters which have marked the history of the French navy since the blowing up of the battleship *Iowa* on March 3, 1907. The accounts of the disaster received here during the morning hours varied widely. The most authentic dispatches stated that the sinking came nearly two hours after the discovery of fire in the forward hold. Another account said ward hold. Another account said fore of the engines and sank 20 minutes later.

According to this version the battleship afterwards disappeared at the surface for a time, a grim carcass of iron surrounded by a tangled mass of wreckage.

The battleship *Liberte* was the type of the so-called *Liberte* class in the French navy, a boat of 14,000 tons displacement, and an overall length of 452 feet. She carried a crew of 793 men and bore four 12-inch guns and ten guns of the French 7.5 type. She also had 23 small guns and four torpedo tubes.

She was completed in 1907 at a cost of about \$7,000,000.

The *Liberte* class of battleships includes the *Democrat*, the *Justice*, the *Verite* and the *Liberte*.

### TELEGRAPH BRIEFS

#### Stolypin's Slayer Hanged.

Kiev, Russia, Sept. 25.—Dmitry Bogrov, the assassin of Premier Stolypin, who was condemned to death by courts martial, was hanged today.

#### Southern Mail Clerk Strike.

Memphis, Tenn., Sept. 25.—Several hundred railway clerks went on a strike at various offices of the Illinois Central railroad today.

#### Ensign Killed in Islands.

Washington, D. C., Sept. 25.—Ensign Peller Bell, commanding the little gunboat *Tanantia*, was killed by hostile natives yesterday at the Yacanc islands, which form part of the Philippine archipelago. Several sailors of Ensign Bell's party were severely wounded. The details of the affair have not reached the navy department.

The carriage in the explosions was so great that could ever have occurred in an actual naval engagement. The first crash came when the crew was for the most part dispersed in various sections of the vessel. They were without warning of their danger. Scores of bodies were hurled high into the air, accompanied by great fragments of framework, armor bursting shells and the blinding, suffocating smoke of the powder.

Men below, who had not yet been awakened, were killed in their sleep. Others, awakened in the explosion, started to jump overboard and were caught by the second detonation.

The crew was pathetically groping through the blinding smoke, in which many lost consciousness from suffocation.

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True, it has almost Mr. Ferguson, Mr. Jones, Mr. Hand, Mr. Burkhardt, Mr. McGinn and most of the other Democratic leaders, and its position with the Democratic party would be highly embarrassing to it, for most of themgentlemen are going to be on the Democratic state ticket. The only argument necessary to show the inconsistency of the Journal-Democrat is to turn to its own files and show what it has said about the prominent Democrats and the Democratic party in the past. If it should support the Republican state ticket, the only thing necessary for the Democrats to do is to turn to the files of the Journal-Democrat and show what it has said about the prominent Republicans.

The Journal-Democrat, when it held up to score the name of Miguel A. Otero, and then turned within forty-eight hours and endorsed him for the governorship, disposed clearly and forcibly just how it is situated. It can not choose a state ticket out of the Republican party but it can consistently support it. It is entirely outside of the party breastworks and it is between the toes of the Republican party and the Democratic party. It must take refuge within one line of the other and the only place it can see where it can easily half-heartedly take refuge is the Democratic party.

This is the only consistent stand the Journal-Democrat can take. It has attacked, at one time or another, every Republican of any prominence within the party ranks. It would be utterly impossible for the Republican state convention at Las Vegas, the Journal-Democrat is going to oppose that ticket.

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